



Carolina WingSpan

The Official Newsletter of the
North Carolina Wing
Civil Air Patrol
U.S. Air Force Auxiliary

Featured This Month:

January 2010

January 2010 SAREX

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"Carolina WingSpan" is the official newsletter of the Civil Air Patrol,

Our next commander's call is still scheduled for
13 Feb 2010 at Wing HQ. See Page 17 for
details



Citizens Serving Communities ...
Above and Beyond



Civil Air Patrol Opens Search and Rescue Exercise (SAREX)

Asheboro Airport (KHBI) Serves As Mission Base

January 16, 2010

Asheboro, NC – CAP members from across the state began signing in to the mission base as daylight began to spread across the Asheboro Airport. Scores of senior members and cadets who had spent the night in tents and in hangers were fed breakfast in the Randolph Composite Squadron Headquarters.

During Friday evening several sorties were launched involving aircraft and ground search teams. Members using radio direction finding equipment were dispatched to search for emergency beacon signals (ELTs), while another team searched for a missing person in a heavily wooded area. According to Capt Ken Bickell, SAREX coordinator, all searches had a positive conclusion.

At 8:00 a.m. ground teams were given a safety briefing and then drew assignments that included missing person searches and simulated downed aircraft. According to Incident Commander Maj. Andy Wiggs, five CAP aircraft flew in from bases across the state. "Aircrews consist of a mission pilot, observer and scanner. Each aircraft will be taking digital photos during their respective assignments." Wiggs noted that while the sky is overcast, clouds are at or above 20,000 feet.

It is anticipated that aircrews and ground teams will be active throughout the hours of daylight on Saturday. Rain is expected to move in this evening when cloud ceilings will drop to about 5000-6000 feet.

"Three of the five aircraft have been dispatched on missing person searches. They will coordinate with ground teams via air-ground radios. The remaining aircraft and ground teams are concentrating on disaster relief missions simulating flooding along rivers and streams and also survey of a simulated tornado," Wiggs said. "At last count more than 80 senior members and cadets are participating in the exercise."

Capt. Don Penven
Public Information Officer



Randleman Dam. Photo by 2nd Lt. Jerry Wood



Maj. Bob Annechiarico briefs cadets.
Photo by Capt. Don Penven

Addition SAREX Photos are available at:
<http://picasaweb.google.com/donpenven/Jan2010SAREX#>

Community Involvement Adds To The Group 2 SAREX

We all know that a successful group-wide SAREx does not go on with an immense amount of planning, from a cadet packing his 24 hour pack, to the IC and Commander of the SAREX. After all, we are “America’s Air Force Auxillary, building the nation’s finest force of citizen volunteers - performing Missions for America”.

On January 15-17th we also had some non-CAP volunteers who were an important part of our training, who need to be thanked.:

- We thank Randleman Walmart for their donation of supplies and food.
- Randleman Café for breakfast
- Food Lion on Hwy 49 Asheboro for supplies and food
- William Ford (Parent of cadet) Providing Dinner
- NC-107 cadet parents who helped at check in-and in the mess hall.
- Central Piedmont Search and Rescue Dog Teams- Jeff Wright with Gunner and Scott Shoe with Atlas

Thanks again to our community supporters. Job well done.

1st Lt. Ruth Buslinger
Assistant Public Information Officer
MER-NC 022 Burlington Composite Squadron



Central Piedmont Search and Rescue Dog Teams

Photos by 1st Lt. Ruth Buslinger



Ground Team Briefing



SAREX Safety Team: L-R Col. Roy Douglass, Maj. Dan McCullom, Lt. Col John Maxfield, Maj Bob Annechiarico

Anatomy of a Missing Person Search

Capt. Don Penven

NCWG Director of Public Affairs

PIO NCWG January 2010 SAREX

Birkhead Mountain Wilderness Area – Throughout the day, January 16, 2010, NC Wing Civil Air Patrol members participated in a statewide search and rescue exercise, conducted missing person searches and simulated disaster relief missions. Due to the terrain in the Uwharrie Mountains, ground teams reported spotty communications, which is a real world problem. Even cell phone contact was impossible at times.

Mission Incident Commander Maj. Andy Wiggs stated that Ground Team Bravo had been dispatched to locate a *missing person* in the Birkhead Mountain area, located about four miles South of the Asheville Airport. An aircraft, piloted by Capt Chuck Dawson, with Mission Observer 2nd Lt. Chuck Clayton, and Mission Scanner SM Jonathan Hope was assigned to conduct a grid search and to coordinate with Ground Team Bravo.

At the same time two additional ground team members, Maj. Brian Buczkowski and C/2nd Lt. Noah Hoffer, were attempting to join up with Ground Team Bravo to provide additional radio support, but they lost communications with mission base.

The mission scanner spotted a signal mirror on the ground and notified mission base. The aircraft was directed to continue circling. The two ground team members looking for Bravo team over heard the aircraft communications and joined in the search. In short order they located the individual and popped a can of orange smoke. The aircraft was then able to report the exact coordinates of the “victim.”

“We gained invaluable experience from this mission,” Wiggs said. “Communications between a mission base and our people out in the field is compounded by terrain and distance. In this case, despite the difficulties encountered, we affected a successful mission.”

The mission pilot, Capt. Dawson, mentioned that his aircrew was flying their first mission as trainees. He commended the manner in which they handled communications and spotted the subject on the ground.

Article and Photos By Capt. Don Penven



Photo: Aircrew and Ground Team: L-R – Capt. Chuck Dawson, SM Jonathan Hope, 2nd Lt. Chuck Clayton, C/2nd Lt Noah Hoffer, Maj. Brian Buczkowski



Photo: Ground Team and *Missing Person*: L-R – Maj. Brian Buczkowski, Maj. Bob McGlohon (Victim), C/2nd Lt. Noah Hoffer





Celebrating 40 years

January 2010

DOUBLE DUTY VOLUNTEER

Designating herself as a “professional volunteer”, CAP Major Linda Eldredge, Coastal Patrol Base 21, Beaufort, NC, recently celebrated a milestone in her volunteer career by “going over 40” as a Red Cross Volunteer at Marine Corps Air Station, Cherry Point, NC.

Back in 1969, as a young Marine wife and mother, Linda quickly decided that she needed to do something to save her sanity when her husband deployed to Vietnam for a thirteen month tour of duty. Becoming a Red Cross volunteer as a Staff Aid allowed her to keep in touch with the way things were going as news from the war was slow and convoluted at best. This was not the age of cell phones, lap tops and CNN!

After her husband, a.k.a. Major Fred, returned from his tour of duty in the jungle, they began to transfer to several more duty stations where she continued to volunteer. After reaching Beaufort, S.C., she was offered a chance to join the MCAS Dental Clinic’s dental assisting program, and successfully completed the course in 1973. She has remained with that program until present time and has since helped train many others who take the Navy’s course.

Linda has been the Station Chairman of Volunteers for the past 3 and a half years during which the Red Cross saw big changes as they downsized many of their offices aboard military installations. She interviews and gives orientations to all new volunteers aboard the Air Station and places them where they are needed. In addition she is a CPR and First Aid Instructor and is an “approved provider” for CAP in this area. She was recently acknowledged as the 2009 Volunteer of the Year at the Naval Health Clinic, Cherry Point.

Linda’s philosophy has always been to “give back and do good wherever you can, even if you do it for free. The Good Lord has blessed me with the ability to give back, and I intend to keep doing just that for as long as He allows me to do so.”

Submitted by:

F.R. Eldredge, Major, CAP

Coastal Patrol Base 21

Photo by: F.R. Eldredge

Middle East Region News

To all members of Middle East Region,

Effective 21 February 2010, I am pleased to announce the appointment of Lt Col. Hubbard Jacob Lindler, CAP as Commander of South Carolina Wing.

Lt Col. Lindler is currently the Vice Commander of South Carolina, and has many years of experience to bring to the job. He has held important staff assignments at the Region, Wing and Squadron levels over the years. He is a former CAP cadet and has multiple qualifications in many fields including Emergency Services and Communications.

Col. Aurel Smith will complete his 4 year term of office on 20 February 2010. He has done a great job managing South Carolina Wing, and will be a valuable member of the wing and MER in the years to come.

Please extend a welcome to Lt Col. Lindler as the new SC Wing Commander, and congratulations to Col. Smith on completing his assignment in an outstanding manner.

Col. Joe Vazquez, CAP
Commander, Middle East Region

Squadron Leadership School

20-21 February 2010

Rhems Fire Department, New Bern, NC

Billeting is available at MCAS Cherry Point, about 40 minutes from New Bern, if so desired. There are also motels in the New Bern area.

Interested participants should email an approved CAPF17 to Maj Mary Anne Fleagle NO LATER THAN - 12 February 2010:

Mary Anne Fleagle [arkansized@yahoo.com]
Course Director

Instructors:

Maj Mary Anne Fleagle

CH (Maj) Ed Fleagle

Maj Lin Dabney

Capt Chris Bailey

1st Lt Stacy Isbell



All interested Senior Members should turn in their CAPF-17 to Maj Fleagle ASAP! The next scheduled SLS will be in the Western part of the state in September. Don't wait get your SLS now!

Jim Thomasson, 1st Lt, CAP
Director of Professional Development
Test Control Officer
North Carolina Wing
jthomasson@ncwg.cap.gov

Dispatches From The Front

25 January 2010
Bagram Air Base, Afghanistan

Dear Cadets and Seniors,



Until today, most people will have never heard of or seen Naqibulah Abdul Wakhel. Born in the village of Jzar Bahg in the Takhar province of Afghanistan, Wakhel was a soldier late of the 3rd Brigade, 201st Corps, Afghan National Army. During a mission on November 30, 2009, Private Nagibulah was on a patrol in the Surobi District of Kabul when his vehicle was destroyed by an improvised explosive device placed on the road by the Taliban. When the device detonated, Naqibulah died in the service of his country and his people, and was rewarded with martyrdom by the Iman assigned to the 3rd Brigade.

It is important to understand Private Nagibulah's life and his sacrifice because he was, as are many like him, the new face of Afghanistan – the twenty-first century revolutionaries. They are among the thousands of Afghan soldiers who, along with the Coalition forces, take the fight to the Taliban insurgents. These soldiers come from all walks of life and all over Afghanistan. They all have one thing in common, to unite in the cause of building their country out of the ashes caused by 30 years of devastation.



These heroes of Afghanistan are not alone in this fight, as they serve side-by-side with their NATO partners. While both share the same dangers and victories, there is one stark difference that separates the average Afghan warrior from his Coalition partners – NATO and U.S. soldiers will return home to places like the United States or France; the Afghan soldier is in this fight for the long haul where the majority have fought for close to eight years. These are the real freedom fighters of Afghanistan.



The image of Private Nagibulah reminds me of another so called "Freedom Fighter" whose face has seen resurgence among well and not so well dressed Fashionistas, Rock Stars, and College Students of our society – the infamous and iconic image of the 1960's terrorist, Che Guevara. If you have never heard of Che, a failed Argentine medical student who embraced the discredited ideologies of Socialist philosophers Karl Marx and Friedrich Engels while traveling through South American in the 1950's, you've most likely seen his face on T-shirts and posters in college dorms across the country. He has been most recently lionized in movies like *Evita* and *The Motorcycle Diaries* as a traveling crusader for the oppressed; however, the truth of Che is a lot darker. While many associate Che as a symbol of youthful expression, his image, in fact, represents a man who tried to ban free expression, and particularly, musical expression such as rock music and jazz music because he thought it was imperialist. He was the Caribbean equivalent of the Taliban. He enforced a single moralistic viewpoint and, if you didn't agree with him, you would be killed. Che's own words belie his misguided attempts at changing the world – It was he who said, "The U.S. is a great enemy of mankind? Against those hyenas, there is no option but extermination." These aren't the words of Osama Bin Laden; they are Che's visions which preempted al-Qaeda by 40 years.

For my money, if you want to wear a T-shirt or hang a poster in your room of a true Freedom Fighter and Revolutionary doing battle against the forces of evil – embrace the image of Private Nagigulah, a true hero in the eyes of his family and the people of Afghanistan!

Live from Afghanistan,

Jayson

Jayson A. Altieri
Lieutenant Colonel, US Army
CJTF 82

The Winston-Salem Composite Squadron Hosts Cadet Training Weekend

Inter-squadron cooperation in action as 12 units came together for cadet-led training

WINSTON-SALEM, NC (1/3/2010). On January 2nd and 3rd, the Winston-Salem Composite Squadron hosted a Cadet Training Weekend. Three cadet program-oriented schools comprised the weekend: Airman School, Non-Commissioned Officer School, and Officer School. This was rescheduled from December 18-20, 2009, when North Carolina was hit with a major snow- storm.

In total, cadets from 12 squadrons made the trek to Winston-Salem early Saturday morning. The squadrons represented at the Cadet Training Weekend were:

1. NC-007 Fayetteville Composite Squadron
2. NC-019 Asheville Composite Squadron
3. NC-022 Burlington Composite Squadron
4. NC-048 Raleigh-Wake Composite Squadron
5. NC-082 Winston-Salem Composite Squadron (*Host*)
6. NC-107 Randolph Composite Squadron
7. NC-111 111th Search and Rescue Cadet Squadron
8. NC-143 Johnston County Cadet Squadron
9. NC-150 Orange County Composite Squadron
10. NC-153 Boone Composite Squadron
11. NC-162 Iredell Composite Squadron
12. NC-800 South Charlotte Cadet Squadron

The weekend started bright and early for the cadet staff. They arrived at 0700 for staff training, emphasizing the training and supporting plans of the weekend, safety, and hazing policies. 2d Lt Summey, the Commander, and C/Col Feinstein, the Cadet Commander, gave a few words of encouragement to the cadet staff. Staff members were then given some time to set up their various in-processing stations.

Beginning at 0800, the students arrived and lined up in the upstairs lobby. The cadet staff of each school directed their students to the various in-processing stations. Once in-processing was completed, the squadron was gathered for a safety brief by C/Col Feinstein. Staff also introduced themselves at this time to all of the students. Flight Commanders were given charge of their flights for a school-specific introduction, following which, everyone was fed a delectable breakfast of cereal.

The airmen rotated between outdoors for drill and ceremonies practice and indoors for classes like Customs and Courtesies, Chain of Command, and insignia identification. Shortly after lunch, C/Maj Joel Woods, the Cadet Deputy Commander, introduced the airmen to the Emergency Services capabilities of Civil Air Patrol. In addition, the airmen discussed such topics as followership and the CAP Core Values (Integrity, Volunteer Service, Excellence, and Respect). The Airmen also participated in a team building exercise: minefield. To set up minefield, you litter the ground of a room with items of various sizes. Then, you blindfold a cadet and tell him/her to cross to the other side of the room... without touching ANY of the objects. In the first round, they must attempt this task alone. In the next round, the cadets are paired up and one cadet is not blindfolded. This cadet assists his partner. The leader of this activity, C/1st Lt Sierra Larson, explained how teamwork allows the airmen to work together to get the most out of the weekend as well as their CAP careers. Following dinner, the airmen learned of the opportunities that CAP has to offer, especially after they achieve their Billy Mitchell Award. They spent the rest of the night working on their uniforms.

The NCOs had a much different curriculum. Expected to have a grasp on basic CAP topics like uniforms and personal drill movements, the flight staff focused on advanced topics like how to drill a flight and what it means to be a NCO. The first class on the NCO schedule was how to teach a class. The flight staff reviewed important topics like making eye contact and avoiding saying “umm.” After lunch, the NCOs gave impromptu speeches and received important feedback on their speeches. Right before dinner, the NCOs learned how to be a first sergeant, which sits atop of the NCO chain of command at the squadron level. After dinner, the NCOs delivered the classes they had been working diligently on all day.

Continued on next page...

The first class in the Officer School was about the role of the flight commander. The officers also received class assignments like the NCOs, which they delivered to the other officers right before dinner. Officers learned how to drill a flight and how to teach a class. The officers were taught a class by SM Gene Clodfelter, the PAO for NC-082, about the importance of public affairs work in CAP operations. It was stressed that it is the job of the public affairs team, including both senior members and cadets, to get the message about CAP out to the public. Following dinner, the officers learned about the role of a cadet executive staff, delving into each position but focusing on the role of a cadet commander. They were also given the tricks of the trade in creating the ever-complicated Staff Duty Analyses that are required of every officer achievement. They were also given an introduction on the different administrative tasks of a cadet officer and how to complete them. Closing formation of the day occurred at 2120. C/Col Feinstein urged the cadets to stay safe and continue with strength in the morning. Then all cadets were given personal time and then sent to bed. They would need their rest for the upcoming day.

It was 0545 the next morning as the cadet staff rose out of bed and prepared them-selves for the day. Meanwhile, the students slumbered on. At 0600, all the cadets were woken in a motivational matter then sent outside for a lap around the parking lot before heading back inside for a motivating PT session. The Cadet First Sergeant, C/CMSgt Cameron Horner, led this PT session that consisted of flutter kicks, push-ups, and 8-count body builders. After the refreshing PT, everyone changed into BDUs, packed their gear, and stowed it away. The airport is still a commercial facility and we respected that fact. After stowing their gear, the cadets ate breakfast.

The airmen learned about PT and the CAP Cadet Physical Fitness Test before continuing their drill and ceremonies instruction. The NCOs continued expanding their toolkit to become a flight sergeant and learned how to write a resume. The officers participated in an activity called "Build-a-Squadron." In this activity, the officer students interviewed the NCO school students and cadet staff members and used the knowledge acquired to create a squadron staff, from Cadet Commander to Flight Sergeant and support staff.

At 1000, the flight staff received well-deserved time off as the cadet executive staff taught a few classes for the whole Cadet Training Weekend. C/Col Feinstein taught a Department of Defense organization class and discussed the different ways to join the military. C/Col Feinstein doubles as a Midshipman in the Naval ROTC program at Georgia Tech. C/Maj Woods taught the entire squadron how to use a compass; afterwards, the flight staff took command of their flights. Following lunch, each school wrapped up it's training, focusing on essential topics. The airmen learned the requirements for each promotion in the CAP cadet program. The NCOs and officers discussed professionalism and hazing in a joint class.

Close to the end of the day, as each flight completed it's training, all cadets in attendance began the process of cleaning the building. Floors were swept and mopped while chairs were set up in the lobby for the graduation ceremony. As cleaning was completed, cadets changed to Blues and took pictures as 1800, the scheduled time for graduation, approached. Friends and family began filing in before then. Almost 100 people attended graduation, filling up all of the chairs and filling up the remaining floor space of the lobby of the Smith-Reynolds Airport Terminal. At graduation, C/Col Feinstein welcomed and gave an introduction to the friends and family in attendance, explaining what had occurred in the past weekend. Soon, each graduate received their Certificate of Completion for the Cadet Training Weekend. The following are the graduates, listed by each school they attended:

Airman School

- C/AB Gregory Colonnese
- C/Amn Boris James
- C/AB Ben Jones
- C/AB Ty Jones
- C/AB Nicholas McGee
- C/Amn Zachary Osborne

Cadet Staff

C/Col Feinstein, Cadet Commander
C/Maj Joel Woods, Cadet Deputy Commander
C/2d Lt Graham Neville, Cadet Executive Officer
C/CMSgt Cameron Horner, Cadet First Sergeant
C/1st Lt Emily Bullock, Officer School Flight Cmdr
C/2d Lt Matthew Harford, Officer School Asst Flt Cmdr

Continued on Next Page ...

- C/AB Phillip Samuels
- NCO School**
- C/TSgt Gabriel Bartholow
 - C/TSgt Scott Haynes
 - C/SSgt Christopher Hewitt
 - C/SSgt Jared Mohler
 - C/SSgt Jennifer Payne
 - C/SrA John Robertson
 - C/SrA Ian Woosley

Officer School

- C/CMSgt Danielle Bullock
- C/2d Lt Jonathan Faulks
- C/CMSgt Rebekkah Huss
- C/2d Lt Ryan Walker

- C/2d Lt Mitchell Wyse, NCO School Flight Commander
- C/CMSgt Jimmy Pressley, NCO School Flight Sergeant
- C/2d Lt Elizabeth Bullock, Airman School Flight Cmdr
- C/CMSgt Sarah Logel, Airman School Flight Sergeant
- C/MSgt Daniel Otto, Airman School Training NCO
- C/SSgt Matthew Logel, Airman School Training NCO
- C/2d Lt Gregory Morris, Administrative Officer
- C/2d Lt Ian Underwood, Logistics Officer
- C/CMSgt Toby Morgan, Assistant Logistics Officer
- C/2d Lt Josiah Gourley, Public Affairs Officer
- C/MSgt Loren Fitzpatrick, Asst Public Affairs Officer
- C/1st Lt Sierra Larson, Stndrd, Eval, and Trng Officer
- C/CMSgt Christopher Price, Safety Officer

Five awards were given out to the participants. C/AB Nicholas McGee was named the Honor Graduate of the Airman School. C/TSgt Scott Haynes was named the Honor Graduate of the NCO School. C/2d Lt Jonathan Faulks was named the Honor Graduate of the Officer School. C/1st Lt Emily Bullock was the recipient of the Honor Line Staff Award. Last, but not least, C/2d Lt Josiah Gourley was the recipient of the Honor Support Staff Award.

The Cadet Staff of the Cadet Training Weekend want to especially thank the Senior Members in attendance: 2d Lt Jacob Summey, Maj Eric Orgain, 1st Lt Fitzpatrick, 2d Lt Leslieann Gourley, and SM Gene Clodfelter. They provided invaluable logistical and administrative support for the weekend. All cadets at the Cadet Training Weekend deeply appreciate the fact that they gave up a whole weekend to support the cadets.

The three schools of the Cadet Training Weekend were two days of hard work and lots of learning. It was a tough weekend for some, but everyone made it through. The knowledge and training gained was well worth the effort. Congratulations to all who went!

Article written by C/Col Barry Feinstein and C/2d Lt Josiah Gourley

Pictures taken by 2d Lt Lesliann Gourley, SM Gene Clodfelter, C/2d Lt Josiah Gourley, and C/MSgt Loren Fitzpatrick



Cadets Attending Weekend Training Program

Cadet Staff Training School (CSTS)

6-7 Feb 2010

Fayetteville Composite Squadron

Purpose: To provide current and future cadet staff the training necessary to accomplish their respective staff assignments at their home unit. This training is also targeted for senior members (working in cadet programs) to better equip them to support and facilitate the cadet program and by the end of the weekend will have earned Training Leaders of Cadet (TLC) need for your senior rating in cadet programs.

Course Length: 2 Days with a total of 14 hours of classroom instruction

Prerequisites to Attend CSTS: Cadets: must have achieved their Wright Brothers Award; are preparing to become cadet staff; must have written approval, CAP Form 31, to attend this course. Seniors: should be appointed to positions within their unit that bring them within direct contact with cadets on a regular basis and must have written approval, CAP Form 17, to attend this course.

CSTS Applications: CAPF 31 for cadets and CAPF17 for seniors must be filled out and emailed to WilliamMR50@hotmail.com, please put CAP in subject line, prior to 15 Jan 10. This course is open to the 1st 15 applicants who apply. Currently we have six students. Applications must also be brought to the school with appropriate signatures along with a CAPF 60. Failure to bring the signed CAPF 31 or CAPF 17 will result in non-admission to the school.

Prior Graduates: All prior graduates are welcome to return to the school.

Student Instructors: Prior students who have demonstrated leadership and teaching ability are welcome to return as student instructors. These individuals will attend the course as students, but will be given the opportunity to teach portions of the course during the weekend. The instructor staff will also evaluate their motivation levels, teaching abilities, and student control during the activity.

Instructor Staff: Consists of the Senior Instructor and Instructors. The Course Director, upon recommendation from instructor staff, may invite past "student instructors" back as instructor staff. These individuals will be responsible for teaching portions of the course assigned by the Course Director, on and off duty student control during the activity, course administration and assisting the course director in activity preparation. Point of Contact (POC), Capt Ryan

William M. Ryan, Capt, CAP
Deputy Command of Cadets
Cadet Programs Officer Group 5
MER-NC-005

Say Again, Please

Returning from a \$100 hamburger in Lakeland to Orlando one Saturday afternoon:

Orlando Approach:

"N1234X, you have traffic 2 o'clock and 3 miles at 2,500, 7 o'clock and 2 miles at 3,000."

[pause]

Orlando Approach:

"Hey, just be careful. You're surrounded."

Halifax Members Assist in Moving “Angel’s Closet”

Roanoke Rapids

All hands were on deck, a barrage of young and old, as the community came together to help move Angel’s Closet each one with a purpose in mind, to volunteer their time. Everyone worked hard and it showed.

By noon, Medlin School was empty. Angel’s Closet in its new home, there was a buzz about the building as everyone was busy doing this and that. The pantry was sorted and stocked, while others put shelving together or put clothes on racks. The new site is coming together very nicely. A big “thank you” goes out to all who helped.

Angel’s Closet is a program started by Mr. Gilbert Portela, helping needy families and school children of the Roanoke Rapids area.

2nd Lt. Suzanne Evans, PAO
Halifax Comp Squadron NC-169
252-673-5209
suzyree30@hotmail.com



Pictured Cadet Staff Sgt. C. Martin



Pictured Cadet Staff Sgt. A. Warren



Pictured Cadet Airman R. Evans



Pictured Cadet Staff Sgt. M. Evans

Icy Days ... From AOPA Safety Tips



How many ice hazards do you guard against when preflighting your aircraft in winter? One hazard may catch your eye as soon as you approach the tiedowns: frost. You know that even the tiniest bit of frost must be removed before flight because it can kill lift and render your aircraft unflyable, as discussed in the Jan. 17, 2003, "Training Tip: Frosty the no-go man."

Another potential ice hazard may be visible on the ground. Snow from ramps and taxiways can melt and refreeze on aircraft brakes. Taxi slowly and brake sparingly. Is your aircraft really prepared for the snowy conditions? "If winter weather brings snow and ice to your region, remove your airplane's wheelpants in the fall. Wheelpants can pack with snow and then lock up one or all wheels," wrote Steven W. Ells in the December 2000 AOPA Pilot "Airframe and Powerplant" column. "Wheelpants prevent a thorough preflight inspection, and when the brakes freeze after taxiing in snow and ice, the pants make it very difficult to break the wheels loose."

Another ice hazard may be stealthier, but its effects won't be. That's ice that has found its way into your pitot-static system. The typical case is ice plugging the pitot tube, rendering the airspeed indicator inoperative. Combating this is part preflight, part accident-prevention training as described in the July 1999 AOPA Flight Training feature "The blocked pitot exercise." (In warm weather, another obstruction, such as an insect, could cause the same problem.)

Below-freezing temperatures require that you approach your fuel contamination checks with a different mindset. "Sometimes, ice in the fuel system can cause more problems than water. Ice crystals can block a fuel filter, and water in a fuel system has been known to freeze a fuel selector valve in one position. If water freezes in a fuel tank, you may draw a perfectly good fuel sample, but after the ice thaws, you might still find water in your fuel," explained "Checking fuel samples" on AOPA Flight Training Online. Among the page's helpful pointers is this precaution: "If you expect the weather to turn cold, sump the tanks before the mercury hits the freezing mark."



Ice—don't let it slip you up during winter flying!

Raleigh-Wake Member Assists in Earthquake Relief

Capt Steve Merritt of NC-048 has been assisting with the relief efforts in Haiti - as part of a volunteer effort of General Aviation pilots and others operating from the Bahamas. An article giving details can be found here: http://www.bahamashabitat.org/wordpress/?page_id=6

DAVID E CRAWFORD, Lt Col, CAP
Director of Operations
North Carolina Wing

**North Carolina Wing
Civil Air Patrol
U.S. Air Force Auxiliary**



Command College

Think of it as

UCC on STEROIDS

**26-28 March
2010**

**NC Wing Headquarters
Burlington, NC**

The North Carolina Wing is proud to present its first-ever Command College. The course is designed to familiarize sitting commanders with the expectations of them as a **commander**.

The basis for this college and its curriculum is formulated on the needs expressed by the commanders who responded to the wing commander's questionnaire.

You asked for it ... You got it. Now pick it up and run with it!

Prerequisites:

- *Must be a sitting commander*
- *Must have completed UCC (Within past 5-years)*

This course will be interactive and it is tailored to be NC Wing specific.

The course will begin on Friday evening, 26 March

Commanders attending should submit a CAPF 17. Please send same to:

Lt. Jim Thomasson

Jthomasson@ncwg.cap.gov

Reserve Your Spot Today

The Command College is like a gap-closer . . .

Only two command colleges will be offered by the NC Wing. The goal is to re-work the Unit Commander's Course—making it more NC Wing specific.

From The Desk of Col. Roy Douglass ...

Command College is like a gap-closer. I don't anticipate having to conduct it more than twice—ever. All sessions of the UCC *should* have been tailored to what the commanders in NC Wing need to do their job, but based on the questionnaire sent to the commanders in August 2009, we found out that the UCCs conducted in the past in this wing were more generic than tailored. My goal is ensuring that the future UCCs are tailored specifically to meet the needs of the CCs in this wing.

So, this command college is one of two that we should ever have to conduct, just so our commanders can be given the information they need to do their job as a commander in the NC Wing. The weekend will be long, jam-packed with information addressing the expressed concerns of the unit commanders as well as many practical applications.

So there you have it, commanders. The Command College is designed to get you up to speed. You are doing a great job now! This course will position you into doing a FANTASTIC job.

SIGN UP TODAY

DON'T PUT IT OFF ANOTHER MINUTE



Commander's Call

13 February 2010

0900 hrs to 1200 hrs

Senior Commander's meeting (group commanders and wing command staff) in NCWG/CC's office.
Wing Staff office hours concurrent with senior commanders' meeting.

1200 – 1300 hrs – Lunch (lunch will be available at Wing HQ - cost to be determined)

1300 hrs – 1530 hrs

Continue Commander's Call:

Opening, Pledge, Invocation	NCWG/CS & HC
Roll call of units	NCWG/CV & GP CCs
Recognition	NCWG/DP & CC
Open discussion – subordinate commanders & wing staff	(1.5 hrs)
Commander's comments	NCWG/CC (20 min)

1530 hrs

Group Commanders' Calls	GP CCs and subordinate unit CCs
GP1 CC applicant interviews	NCWG/CC

1630 hrs - Conclude

Police building before departing	All
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CAP Safety Pledge

"As a Civil Air Patrol Member, I pledge to promote an uncompromising safety environment for myself and others, and to prevent the loss of, or damage to Civil Air Patrol assets entrusted to me. I will perform all my activities in a professional and safe manner, and will hold myself accountable for my actions in all of our Missions for America."

Bring a copy of this agenda with you.

**Deadline for The Next Issue of Carolina WingSpan is
February 23, 2010**